



Flying Neighborly



The Lunken Airport Noise Compatibility Study Project Newsletter

Spring 2004

THE PART 150 STUDY IS NEARING COMPLETION...

For many years, the City of Cincinnati has been interested in evaluating and identifying measures that could reduce the impact of noise from Lunken Airport on the neighboring communities. For this reason, the City initiated a Federal Aviation Administration (FAA) Federal Aviation Regulation (FAR) Part 150 Noise Study in 2002. This study would provide information and recommendations to mitigate present and future noise. The City is pleased to report that the Part 150 Noise Study is in its final phase and you are invited to attend a public workshop and provide comments regarding the Study. This third and final Public Information Workshop along with a Public Hearing will be held on May 20th at the Ault Park Pavilion. This Workshop will be conducted in an open-forum format, where citizens can talk one-on-one with Airport staff and members of the Part 150 Study Team. Citizens can also formally comment on the Study, and the official transcript will be included in the final documentation submitted to the FAA. You are encouraged to attend, view the Part 150 Study recommendations and noise exposure maps and make comments.

Described below are some of the concerns that we have already heard and their recommended noise mitigation measure.

Concern: Noise due to pilot-training operations.

Recommendation: Realign the training operation flight track to the west. This measure would alter the pilot training path to more closely follow compatible natural and man-made land uses, such as the Ohio River and Delta Avenue and Linwood Avenue reducing the impact on residential areas. The City is considering the advantage of a trial period for the recommended training operations.

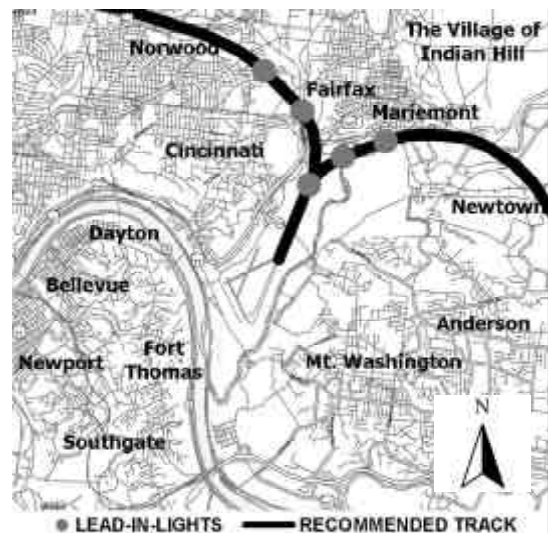
The graphic below depicts the existing east training flight tracks and the existing and recommended west training flight tracks.



Concern: Nighttime arriving and departing flights disturb citizens that reside in the communities to the north of Lunken, such as Madeira, Madisonville, the Village of Mariemont and Fairfax.

Recommendation: Realign Runway 21L north arrival & departure flight tracks. West arrivals and departures would follow the Norwood Lateral corridor. East arrivals and departures would follow the Little Miami River Valley. To assist in identifying these corridors, lead-in lights would provide visual markers to aircraft operators to help follow the noise abatement procedures especially at night. The lead-in lighting system enhances pilots' ability to follow the preferred corridor more closely, thereby reducing noise effects on the surrounding communities.

The graphic below depicts the recommended flight tracks following the lead-in lighting system.



Concern: Noise from aircraft maintenance run-ups noise.

Recommendation: Restrict maintenance run-ups and improve signage for ground movements. The Study recommends improving compliance with the existing voluntary program, which discourages piston engine and jet engine maintenance run-ups during the hours of 9:00 pm to 7:00 am. Also, two Airport locations have been identified for noise deflectors/barriers to minimize the noise associated with all run-ups.

The existing Fly Neighborly Program has been reviewed to identify ways to improve its effectiveness. This program identifies and encourages pilots to follow designated flight paths that help reduce the noise impacts to sensitive areas. The City will immediately incorporate changes to this program to address various community concerns that have been expressed during the Study, following FAA approvals.

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Cincinnati-Municipal Lunken Airport
262 Wilmer Avenue
Cincinnati, Ohio 45226

(continued from front)

Other Recommendations: Letter Agreement and Air Traffic Control Tower hours. Other Part 150 recommendations include a proposed Letter Agreement with Cincinnati/Northern Kentucky Airport's Air Traffic Control Tower management to request that Lunken's night traffic observe noise abatement procedures unless emergency conditions exist. The Part 150 Study also proposes that the Lunken Air Traffic Control Tower operate 24 hours a day, 7 days a week, to provide air traffic control operations during the night and to request that aircraft observe noise abatement procedures for these operations.

City Initiative: The City recently installed Airscene, an automated aircraft identification, auditing, and data acquisition system. Five permanent noise-monitoring locations will be added to the Airscene system. The improved Airscene will enable Airport staff to more accurately investigate aircraft noise complaints. The system will recognize individual aircraft and match their noise data with aircraft location and identification information.

To ensure that the recommendations are adhered to, several strategies have been developed including conducting training seminars and generating user publications/pamphlets. Additionally, new and improved airfield signage is recommended to be installed which will direct and instruct aircraft pilots regarding the Airport's noise abatement procedures.

**PART 150 NOISE STUDY PUBLIC WORKSHOP
& PUBLIC HEARING
MAY 20, 2004, 6:30 PM - 8:30 PM
AULT PARK PAVILION
5090 OBSERVATORY CIRCLE,
CINCINNATI, OHIO 45208**

Directions: I-71 to Dana Avenue (Exit 5).
Go south on Dana Avenue.
Follow Dana Avenue into Hyde Park, where it becomes
Observatory Avenue.
Observatory Avenue dead ends into Ault Park.
Turn right to the Pavilion.

**Information pertaining to the Part 150 Study is available for
viewing on the City's website at
www.rcc.org/transeng/lunken.html**